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Ocean Trade and Shipping. By Douglas Owen. Cambridge Naval & Military Series. ix and 277 pp. Map, index. University Press, Cambridge; G. P. Putnam's Sons, New York, 1914. 10s. 6d. 9 x 6.

This book is an attempt to cover for college students the whole field of "trade and shipping" as an Englishman conceives them. The field is pretty well stretched, too, for some of the students to whom the author is a lecturer are prospective naval officers and are expected to know about the ships' papers in war as well as in peace. There is also a full fourth of the book devoted to Lloyd's and insurance.

The first part of the book, dealing with ports, port competition, port construction, and the influence of natural factors on their construction and use, is most likely to be of interest to geographers. This book with its 71 short chapters ranging from Ports to Passenger List and the Insurance of War Risks is the first volume to which one should turn who wishes light on the operations of ships and shipping. It is well indexed and contains a reproduction of a typical page of Lloyd's register, a bill of lading, and a charter party.

The author, who has previously written a book on docks, is a master of the facts about ship operation, and he also is one of the few who writes with mastery of traffic and rates. His six-page discussion of "shipping rings and rebates" is an excellent short presentation, but the discussion of Mr. Morgan's International Mercantile Marine seems to be needlessly academic for one whose experience had brought him so close to the facts.

J. RUSSELL SMITH.

Rubber and Rubber Planting. By R. H. Lock. xi and 245 pp. Ills., index. G. P. Putnam's Sons, N. Y., 1913. $1.50. 7½ x 5.

A comprehensive and at the same time a concise account of the rubber industry, intended to advance the intelligent cultivation of the trees and the harvesting of the product. Considerable emphasis is laid on the physiology of latex production. A knowledge of this ought to help the planter to avoid injury to his crop and to prevent a diminution of the yield. Planting operations in all the many phases and protective measures against pests and diseases round out the presentation. Brief chapters on the chemistry of india-rubber and manufacture of rubber goods end the volume. The book, while it makes a special appeal to manufacturers and planters, would be a proper and valuable addition to any reference library on commercial and industrial geography.

ROBERT M. BROWN.

Coconut Cultivation and Plantation Machinery. By H. L. Coghlan and J. W. Hinchley. x and 128 pp. Ills., index. Crosby Lockwood & Son, London, 1914. 7 x 5.

This is largely the experiences of a manager of Malayan estates and is intended to supply the planter with a guide for the various stages of the cocoanut industry. It includes, besides the discussion pertaining to the raising of the trees, such as the soil, its preparation, seed nuts, pests and cultivation, many valuable suggestions concerning the marketing and possibilities of manufacturing of the crop as well as catch crops which will yield a revenue during the years of growth of the trees. Many tables and estimates are inserted to guide the planter, and a review of the industry in the West Indies yields a broader view of the field and conditions. ROBERT M. BROWN.

The Fertility of the Soil. By E. J. Russell. Series: Cambridge Manuals of Science, etc. 128 pp. Ills., index. G. P. Putnam's Sons, New York, 1913. 6½ x 5.

Beginning with a history of the formation of the soil, the author proceeds to a consideration of the formation of plant food in the soil; soil fertility; and the six requirements necessary for the best plant growth, that is, water, air, temperature, food, root room, and absence of harmful factors, each of these topics being discussed briefly. He also considers the various types of soils, medieval farm practice, the general bearing on the fertility of the soil of modern agricultural systems, the limit of the productiveness of soils and how this limit can be raised, fertilizers to be used, special treatment for clays and sands and reclamation of moorland.

The work is illustrated with a number of photographs. The author is Director of the Rothamsted Experiment Station, and should know concerning that of which he writes. His treatment of the subjects under discussion are clear and simply told. WILBUR GREELEY BURROUGHS.

Allgemeine Verkehrsgeographie. Von Kurt Hassert. viii and 494 pp. Index. Maps, index. G. J. Göschen, Berlin, 1913. Mk. 10.

The book attempts—and very successfully, too—to work out a system of the geography of traffic, examining the geographical foundations of the existing traffic conditions as evidenced in the interdependence of traffic, man, and nature. It is divided into four parts: the first, more theoretical in character, is a study of traffic in general as one of the geographical phenomena on the surface of the earth, *e.g.,* a phenomenon of locomotion. The following definition of traffic is given: "The locomotion, mostly for economic purposes and by special means of transportation, of all kinds of objects, *viz.,* people, goods, and ideas (news), from some place of issue to a place of destination, in order to establish an exchange of the natural resources of earth and man." Thus traffic becomes the natural foundation of commerce, just as the latter is the principal stimulus for traffic. The two are interdependent. The need of an exchange increases in proportion with the differences of soil, climate, and people of any two given countries. The geography of traffic is therefore part of economic geography, just as traffic is of economics. Its special object is to describe the geographical distribution of the lines, means, and places, of traffic and to explain their existence by virtue of the existing natural and cultural conditions. Under the influence of those conditions traffic has developed from local to interurban, national, international, continental, and world traffic, of which at present four-fifths is carried on by water and one-fifth only by land. Its highest types are found in connection with the highest culture, and the flag often follows it.

The fundamental geographical factor in traffic is distance. Distinction must be made between mathematical or geographical (air-line) distance and economic or actual distance, the latter meaning the time which is needed to get goods or people from one place to another. As traffic is apt to follow, not always the shortest, but rather the easiest line, the latter is the more important. It depends upon the quality of the road, the means of transportation, the geographical character of the intervening country, political conditions, scarce or dense population, vegetation, composition of the soil, etc. To illustrate these actual or economic distances is the object of the so-called isochronal or isotimal charts, *viz.,* charts indicating the distances which traffic can cover in a given time, the isochronal lines connecting the places which are reached within the same time from a given center.

Not only the distances, but also the means and ways of transportation are geographically determined, in the first place by the climate (camel, sleigh, etc.). As the degree of civilization of the inhabitants determines the greater or lesser density of traffic, and the degree of perfection of its ways and means, a climate unfavorable for the development of a higher civilization will also be unfavorable for traffic.

The maximum which traffic may reach in any part of the world is largely dependent upon geographical location. Europe and North America, for instance, will always be favored countries in this respect on account of the easy access which they have to the most important countries by land or sea.

The second, third, and fourth parts of the book are given over, respectively, to the special description of land traffic, ocean traffic, and the traffic of news, which is quite a new aspect in geography. In the second part, special chapters are devoted to the continental roads, caravan routes, and the development, economic geography, and geographical distribution of railroads. The railroad systems of each continent, as well as the inland waterways, are treated in separate chapters. The third part contains chapters on the history of ocean navigation, the geographical importance of the oceans, the most im-